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 CENTRAL INTELLIGENCE AGENCY  
 SECURITY INFORMATION  
**INFORMATION REPORT**

CD NO.

50X1-HUM

COUNTRY Germany (Russian Zone)

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SUBJECT Traffic Report of the Erfurt Regional  
Railroad Headquarters

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January:1. General Economic Situation.

The general picture of the economic situation has changed little. All industrial enterprises are trying to raise their output according to the Five-Year-Plan. However, these endeavors are hampered by a shortage of raw materials and slow deliveries. The output of motorcycles and bicycles, sewing machines, typewriters, and perambulators is continually increasing in the Suhl (M 51/J 02) area. Deliveries of raw materials for this industry arrived from the U.S.S.R. The Simson firm is working on a large export order for bicycles for China.

2. Wilhelm Pieck Thuringisches Kunstfaserwerk (Synthetic Fibers Plant) in Schwarzsa on the Saale River.

The turnover of railroad cars has become faster. Current shipments include export orders for Rumania and Poland. The Perlon department has hired 500 additional workers.

3. Shipment of Important Goods.

a. The SCC requested little transportation space. All pertinent demands could be met in time. The special freight dispatch agency in Weimar dispatched nine freight cars with 97 shipments of mixed cargo representing a total of 70.5 tons to the U.S.S.R.

## b. Breakdown of shipments of fertilizers:

Potash	17,250 cars
Nitrogen	456 cars
Fertilizers containing phosphoric acid	521 cars
Lime and other fertilizers	623 cars
Total	18,850 cars

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**4. Handling of Traffic:****Breakdown of Trains Dispatched:**

Coal	70 trains with a total of	1,169 cars
Ore	24 trains with a total of	168 cars
Gypsum	93 trains with a total of	2,292 cars
Potash	250 trains with a total of	12,089 cars
Glauber salts	8 trains with a total of	373 cars
Cement	30 trains with a total of	1,370 cars
Miscellaneous goods	15 trains with a total of	517 cars
<b>Total</b>	<b>490 trains with a total of</b>	<b>17,978 cars</b>

This shows that 19.6 percent of all the cars loaded were assembled into whole trains. A total of 483 heavy-load trains was formed.

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**6. Passenger Traffic:**

The following numbers of passengers were carried by through trains:

Number of  
Passengers

8,240  
16,772  
5,014  
9,194

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**February:****1. Freight Traffic:**

Experience gained during January and February revealed serious deficiencies in the planning of shipping schedules. The fulfilment of these schedules depends on firms being in a position to communicate their requirements for loading space in time and to meet their shipping schedules. Industry is still working at capacity. Individual enterprises are conscious of the missions assigned to them within the framework of the Five-Year Plan and try to produce as much as possible. However, their efforts are frequently hampered by a slow marketing of their produce as well as by lack of orders and authorizations to dispose of the goods produced.

**2. Maxhütte in Unterwellenborn:**

The average daily output of the steel works has exceeded that of January. An average of 161 cars were loaded daily, and the average for the daily unloadings was 192 railroad cars. The average of 161 loaded cars represents an all-time high. The special cupola furnace scheduled to be completed by 15 February cannot be put into operation before 9 April 1951. The bunker facilities for this furnace will be supplied via the "East Head". The required trackage is completed. The expected 40 tons of pig iron and 40 tons of fine slag will be shipped out via the East Head. The foundations for a special train of rollers

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(Dreitbandstrasse) were completed. The shipping of Thomas meal has practically stopped since the slag is needed for the blast furnaces of the plant because of a shortage of crude phosphates. Reduced deliveries of ores were compensated for by increased scrap deliveries. The turnover of railroad cars increased by 2,533, with a total of 11,544 cars as compared with the previous month. Outgoing shipments increased by 116, incoming shipments by 2,117 cars.

3. Shipment of Important Goods:

a. SCC shipments have risen by 50 percent. In spite of the unusual volume of shipments, the requested railroad cars could be furnished in all cases.

## b. Breakdown of Fertilizers Shipped:

Potash	11,366 cars
Nitrogen	220 cars
Fertilizers containing phosphoric acid	180 cars
Lime and other fertilizers	1,409 cars
Total	11,175 cars

4. Handling of Traffic:

A total of 379 whole trains was formed during the month under review, including:

Coal	65 trains with a total of	1,136 cars
Potash	167 trains with a total of	7,865 cars
Glauber salts	3 trains with a total of	161 cars
Cement	28 trains with a total of	1,262 cars
Ore	16 trains with a total of	132 cars
Gypsum	83 trains with a total of	1,955 cars
Miscellaneous goods	17 trains with a total of	508 cars
Total:	379 trains with a total of	13,019 cars

This shows that 15.7 percent of all the railroad cars loaded were assembled into whole trains. A total of 667 heavy load trains was also handled.

5. Intra-German and Foreign Trade:

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Traffic [ ] has not changed since the previous month and thus is still light. On the other hand, incoming shipments have increased considerably. A total of 1,046 railroad carloads of 23,770 tons of hard coal arrived at Gerstungen and Ellrich as compared with 615 carloads of 13,355 tons during the previous month. The coal was assigned to railroad agencies. Export shipments declined by about 10 percent in February. This decline is mainly due to a reduction of potash deliveries to Poland and Czechoslovakia. A train loaded with malt was dispatched from Erfurt [ ]. More than hundred completed refrigerator cars built for the U.S.S.R. could not be dispatched from Weimar because the Soviet-gauge wheel sets have not yet been delivered by Czechoslovakia.

6. Passenger Traffic:

Passenger traffic [ ] declined considerably in February. The following numbers of passengers were carried:

Number of  
passengers

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6,892  
6,895  
5,197  
5,436

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This is a decline by 14,800 passengers or 37.6 percent as compared with the volume of passenger traffic in January. The heavier passenger traffic [ ] in January was mainly because of the Christmas and New Year festivals.

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